

The China Mail.

Established February, 1845.

VOL. XL. No. 6643.

號七十年四十八百八千一英

HONGKONG, FRIDAY, NOVEMBER 7, 1884.

日十二月九日申申

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALDAR, 11 & 12, Clement's Lane, Lombard Street, E.C.; GEORGE SMITH & CO., 30, Cornhill; GORDON & GOTCH, Ludgate Hill, E.C.; BATES & HENRY & CO., 31, Walbrook, E.C.; SAMUEL DEACON & CO., 160 & 164, Leadenhall Street.

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Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000

RESERVE FUND.....\$4,400,000

RESERVE FOR EQUALIZATION.....\$400,000

RESERVE LIABILITY OF PROPRIETORS.....\$7,500,000

COURT OF DIRECTORS.

Chairman—A. P. McEWAN, Esq.

Deputy Chairman—Hon. F. D. SASSOON,

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CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.

MANAGER.

Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Overdrafts granted on approved Securities, and every description of Banking and Exchange business transacted.

Deposits granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Hongkong, August 25, 1884.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—All Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.

3.—Sum less than \$1, or more than \$200 at one time will not be received. No depositor may deposit more than \$1,500 in any one year.

4.—Deposits may be held of relations, of trusts, &c., in addition to the depositor's own account.

5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.

6.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

7.—Deposits may be forwarded by the Posts, by means of clean Hongkong Post Stamps and values.

8.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in these Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

10.—Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence as to the business of the Bank will, if marked *On Hongkong Savings' Bank Business*, be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.

11.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

12.—All documents connected with the business of the Savings' Bank are exempt from stamp duty.

For the

HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, April 25, 1884.

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With Reference to the above, BUSINESS will be commenced on the 1st MAY, 1884.

For the

HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, April 26, 1884.

716

Bank.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated in London on 16th July, 1884, under the Companies Act 1862, to 1883.)

LONDON BANKERS:

UNION BANK OF LONDON, LTD.

BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 % per annum:

" 6 " 4 " "

" 12 " 5 " "

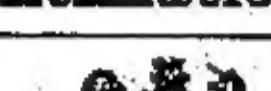
Current Accounts kept on Terms which may be learnt on application.

J. MELVILLE MATSON,

Manager.

Hongkong, September 15, 1884. 1556

Intimations.



GOVERNMENT BILLS.

TENDERS for SPECIE, Mexican Dollars current in this Colony, weighing 7.17, in Exchange for BILLS, drawn On Demand, on the Government of India, Calcutta, will be RECEIVED by the CHIEF PAYMASTER, Army Pay Department, until 12, Noon, on SATURDAY NEXT, the 8th Instant.

The Tenders to state the Total Amount required (in Rupees), and the Amount for which such a Bill should be drawn, but no Bill will be issued for sums below Rs. 10,000.

The Tenders to be submitted in Sealed Covers, addressed to "The Chief Paymaster, Army Pay Department," and endorsed "Tenders for Government Bills."

The right to accept or reject any or all the Tenders is reserved.

E. CATTELL, Lieut. Col.,

Chief Paymaster.

Hongkong, November 6, 1884. 1875

To the Editor of the "CHINA MAIL."

Hongkong, 6th Nov.

DEAR SIR.—I beg to state that for the non-delivery of the Australian mail brought by the S. S. Taiwan the Post Office is in no way to blame.

Owing to an oversight on my part, the mail bags were not delivered to the Post Office until Monday afternoon.

I am aware that by this mistake I have rendered myself liable to a fine of \$500, and I apologize for my omission.

I remain, your obedient servant,

J. O. ARTHUR,

Master, S. S. Taiwan.

Hongkong, October 24, 1884.

To the Editor of the "CHINA MAIL."

Hongkong, 6th Nov.

DEAR SIR.—I beg to state that for the non-delivery of the Australian mail brought by the S. S. Taiwan the Post Office is in no way to blame.

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I remain, your obedient servant,

J. O. ARTHUR,

Master, S. S. Taiwan.

Hongkong, October 24,

FOR Sale.

MICKEWEN, FRICKEL & Co.
No. 53, Queen's Road East,
(OPPOSITE THE COMMISSARIAT),
ARE NOW
LANDING FROM AMERICA.

TOPOCAN BUTTER. Eastern and California CHEESE.
CODFISH. Boned.
Prime HAM and BACON.
Eagle Brand Condensed MILK.
Family BEEF in 25 lb. cans.
Beau Ideal SALMON in 10 lb. cans.
Cutting Domestic FRUITS in 24 lb. cans.
Assorted Canned VEGETABLES.
Assorted SAUSAGE and Sausage MEAT.
Stuffed PEPPERS.
Assorted SOUPS.
Richardson & Robbin's Celebrated Potted MEATS.
Lunch HAM.
Lamb's TONGUES.
Clam CHOWDER.
Fresh OREGON SALMON.
Dried APPLES.
SUGGOTASH.
Maple SYRUP.
Golden SYRUP.
Cracked WHEAT.
HOMINY.
HONEY.

FAIRBANKS' SCALES.

400 lb. Capacity.
600 lb. "
600 lb. "
1,200 lb. "

KAI-SAR-I-HIND'
CIGARETTES
in crystallized Boxes of 100 at \$6.50 per millie.

SPORTING AND RIFLE GUNPOWDER
in 1-lb. Tins.

AGATE IRON WARE.
INSERTION RUBBER.
TOOK'S PATENT PACKING.

HITCHCOCK HOUSE LAMPS.
PERFECTION STUDENT LAMPS.

LAWN BOWLS.

PAINTS and OILS.
TALLOW and TAR.
PITCH and ROSIN.

Ex late Arrival from
ENGLAND.

A LARGE ASSORTMENT OF
S T O R E S,
including:

ALMONDS and RAISINS.
FRENCH PLUMS.
TEYSSONNAU'S DESSERT FRUITS.
JORDAN ALMONDS.

FINE YORK HAMS.
PIUNE TONGUES.
BREAKFAST TONGUES.
PATE DE FOIE GRAS.

Digby CHICKS.
Yarmouth BLOATTERS.
Kippered HERRINGS.
Herrings a M SARDINES.

IRISH BACON in tins.
COQUATINA.
VAN HOUTEN'S COCOA.
Egg's COCOA.

SPARTAN

COOKING STOVES.

CLARETS

CHATEAU MARGAUX.
CHATEAU LA TOUR, pints & quarts.
12 oz. GRAVES.
BREAKFAST CLARET, "

SHERRIES & PORT

SACOON'S MANZANILLA & AMON.
TILLAND.
SACOON'S OLD INVALID PORT
(1848).

HUNTY'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.

1 and 3-star HENNESSY'S BRANDY.

FINE OLD BOURBON WHISKY.

KINAHAN'S LL WHISKY.

ROYAL GLENDEFER WHISKY.

BOARD'S OLD TUM.

E. & J. BROWN'S IRISH WHISKY.

ROSE LIME JUICE CORDIAL.

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MARASCHINO.

CURAÇAO.

ANGOSTURA, BAKER'S and ORANGE BITTERS.

&c., &c., &c.

BASS'S ALE, bottled by CAMERON and SAUNDERS, pints and quarts.

GUINNESS'S STOUT, bottled by E. & J. BURKE, pints and quarts.

DRAUGHT ALE and PORTER, by the Gallon.

ALE and PORTER, in hogheads.

SPECIALTY SKIMMED

C I G A R S.

Fine New Season's CUMSHAW TEA, in 5 catty Boxes.

BREAKFAST CONGO @ 25 cents p. lb.

MILNE'S PATENT FIRE-PROOF

SAFES, CASH and PAPER

BOXES at Manufacturer's Prices.

Hongkong, August 15, 1884.

For Sale.

PUBLICATIONS BY J. DYER BALL

"CANTONISH MADE EASY"—A Book of Simple Sentences in the Cantonese Dialect, with Free and Cantonese Translations; and Directions for Reading English Grammatical Forms into Chinese and vice versa.—Price, \$2. Interleaved Copy, \$2.50.

"We most cordially recommend it."—China Mail. "Will be found to supply a want long felt by students of Cantonese."—Daily Press. "Mr. BALL'S Notes on Classifiers and Grammar will be found very valuable."—China Mail.

"EASY SENTENCES IN THE HAKKA DIALECT WITH A VOCABULARY."—Price, \$1.

"The Sentences given appear to be well arranged."—China Mail. "Contains a wide range of subjects."—Chinese Recorder. "An extensive Vocabulary."—Daily Press.

FOR SALE AT MEERS, KELLY & WALSH'S, W. BREWER'S, and LANE, CRAWFORD & Co's, Hongkong, and at MEERS, TRÜBNER & Co's, London.

Hongkong, January 23, 1884.

NOW ON SALE.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT,

BY DR. E. J. EITEL

CROWN OCTAVO, pp. 1018.

HONGKONG, 1877-1883.

Part I. A-K. \$2.50

Part II. K-M. \$2.50

Part III. M-T. \$3.00

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A Reduction of ten per cent. will be allowed to purchasers of Ten or more copies.

This Standard Work on the Chinese Language, constructed on the basis of Kanghi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purpose of a philological guide to the student.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co.

Hongkong, January 15, 1884.

FOR SALE.

EXTRA FINE QUALITY FRENCH BUTTER.

BRAND "DUC DE NORMANDIE,"

—THE OLDEST BUTTER

PACKING ESTABLISHMENT IN NORMANDY.

1 lb. tins and Cases of 48 tins each.

Sold in Quantities of not less than one dozen tins, at \$6 per Dozen.

Reduction made to Purchasers of one case and upwards.

G. R. LAMMERT,

Sole Agent.

Hongkong, October 4, 1884.

PRICE, \$1.00.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

CHINA MAIL Office.

Hongkong, October 4, 1884.

COMPARATIVE CHINESE FAMILY LAW

BY E. H. PARKER.

—Can be obtained from KELLY & WALSH at Shanghai and Hongkong, at LANE, CRAWFORD & Co., Hongkong, and at the China Mail Office.

Hongkong, October 6, 1884.

N O W R E A D Y .

No. 1.—VOL. XIII.

—OF THE

CHINA REVIEW.

CONTAINS

The Chinese Old Language.

Aryan Roots in Chinese.

The Tao To Ching.

Hakka Songs.

On Chinese Apologies.

Tartars, Tibetans, Turks, Hindoos, &c.

Notes and Queries.

Translation. "A Man's a Man for' that."

Notices of New Books and Literary Intelligence.

Books Wanted, Exchanges, &c.

To Contributors.

Hongkong, October 6, 1884.

NOTICE TO CONSIGNEES.

DOUGLAS STEAMSHIP COMPANY LIMITED.

Hongkong, November 15, 1884.

FOR SALE.

EXTRA FINE QUALITY FRENCH BUTTER.

BRAND "DUC DE NORMANDIE,"

—THE OLDEST BUTTER

PACKING ESTABLISHMENT IN NORMANDY.

1 lb. tins and Cases of 48 tins each.

Sold in Quantities of not less than one dozen tins, at \$6 per Dozen.

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S

We have received from Messrs MacEwen, Frickel & Co., the Anglo-Chinese Date Block, issued by the North-China Herald Office, for the ensuing year. The Date Block is one of our oldest institutions, and is no doubt the best block for use in the Far East. In addition to the English dates, it gives the native moon and day both in Chinese and English.

Two old offenders against the law were this morning, at the Police Court, committed for trial at the Criminal Sessions of the Supreme Court, for earning snatching and larceny. The two prisoners are each only twenty-five years old—but both have been in Victorian Gaol over and over again; they belong in fact to that class of professional thieves which exists only to prey upon the community. They have both already undergone a period of three years' penal servitude, but that appears to have had no effect upon them.

Instead of feeding and maintaining such men at the expences of the community, why not deport them?

If an ordinance were passed empowering the Chief Justice to sentence these professional thieves and robbers to a good sound whipping and then deport them with a promise of a repetition of the punishment if again found in the Colony, we should very soon get rid of this dangerous and troublesome class of criminals.

Some good is sure to result from the discussion that is raging at home in regard to the condition of the British Navy. Several

of the greatest naval authorities in England are contending that our Navy is not much superior, and possibly not superior at all, to the French Navy. That the British Navy is not so strong as it should be, is clearly proved by any questioning of its superiority over the Navy of another European nation being possible. Her Navy is Britain's great bulwark, and the vessels constituting it should be sufficiently numerous and powerful to remove any question whatever not only as to its superiority over that of any other European Power, but over the fleets of any other two Powers combined.

If the strength of the British fleet generally has not been underrated by the home critics, it is certain that this has been the case in regard to the defences of Hongkong harbour. One high naval authority, who should have known better, stated that Hongkong was at the mercy of any hostile cruiser which chose to sail into the harbour. Not exactly. Provided this hostile cruiser did not come here in time of peace, we are inclined to think she, and any reasonable number of hostile vessels, would have considerable difficulty in effecting an entrance into Hongkong harbour, even with our present means of defence. If war were imminent, say between France and Britain, some formidable batteries could be prepared in a week or two for defending the harbour entrances, and those defences would be supplemented by submarine mines, torpedo boats, the turret ship *Wreath*, and, let us hope, a hundred brave spirits prepared to work mischief in steam launches provided with spar torpedoes. It is posterior to talk about an enemy's cruiser quietly steaming into this harbour and exacting a heavy indemnity from the community. Nothing less than an ironclad squadron could force its way in, if the naval and military authorities here had been on the alert for some time; and an ironclad squadron could not deal with this Colony as it pleased. Our defences require to be considerably strengthened both in construction and armament, and a few more torpedo boats would be a useful addition to them. But we are not quite so able as we have been depicted lately at home.

The Anti-Anglais, a French newspaper, after existing only three weeks, has ceased to appear.

The Secretary of the U.S. Navy has approved the sentence of the court-martial in the case of Passed Assistant Surgeon A. G. Cattell, of the United States Ship *Pelorus*, condemned for drunkenness and absence without leave in China, to two years suspension on full pay, from March 17, 1884, and to be reprimanded in general orders. See *San Francisco Chronicle*.

The Queenslander of Oct. 11th says:—It was reported by the steamer *Suez*, which reached Cooktown a few days ago, that a steamer was taken at Saddle Island, Torres Straits. Under date 4th instant Mr. Chester reported to the Colonial Secretary that a large iron steamer, the *Festination*, was ashore near Saddle Island, and that the Government schooner *Mavis* had left on the previous day to render assistance. Mr. Duffield, master of the *Suez*, had reported that the captain and chief engineer of the *Festination*, with three seamen, had drifted away from the steamer in an open boat, and were missing. He searched the Mount Isa River, but found no trace of the missing men. A telegram from Mr. Chester dated 6th instant, states that the *Mavis* had picked up the missing boat and crew all well. She remains by the vessel. A correspondent at Thursday Island, under the same date, informs us that the *Festination* was bound from Newcastle to Singapore and was laden with coal. She is ashore at Moreby Rock, Torres Straits. The water in the foreshold ebbs and flows with the tide; but the engine-room is kept free from water under the after part of the steamer. The crew are all safe.

New York, October 5.—A Tribune London cable special says: The remarkable alteration in the tone of the French press is suspected to be due to some unknown influence at work. Clearly the French publishers are growing afraid of the too eager embrace of Germany, and in their debates take the lead in suggesting that England

should re-establish her old relations with France. Consequently the public no longer hear of a Franco-German alliance, but of a popular feeling in favor of a reconciliation with England. The indications are that the change will be soon fully illustrated when the Chamber of Deputies meets on the 14th.

Discussion as to the alleged inferiority of the British navy continues, says a San Francisco contemporary, with unabated vigor in the papers and commercial circles. A new cause for alarm is just furnished the public by the testimony of John Burns, Chairman of the Canadian Steamship Company, and other admitted experts. They ridicule the idea that any reliance can be put upon armed merchantmen in case of war. This has hitherto been a pet theory with the economists, who pointed to the splendid fleet of steamers owned by the Canadian and other lines as reserves of the British navy. Burns points out that with the improvements in modern gunnery, the vessels of the Canadian line would be at the mercy of foot infantries in them. He says that the Canadian should no longer cherish any delusions on the subject, but, instead, to the fact that the building of a large number of fast armored cruisers is imperatively necessary.

It is said that in connection with the construction of railways in British Columbia, an offer has been made to Japan to engage five hundred Japanese labourers under the conditions that they will be allowed 37 cents per month, for eight working hours daily, and during off hours, lessons in English will be given to those who wish to receive them.—Mr. Asaoka, a shizoku of Tokio Fu, is said to have been engaged by the promoters of the scheme as coolie master for three years to introduce Japanese labourers to British Columbia in connection with the construction of the railway. He will leave for that country about the middle of next month.—*Japan Gazette*.

CRICKET.

HONGKONG C. C. WINS 'THE BUFFS'.

The annual match between the Regimental and the Cricket Club, which is generally considered one of the most interesting matches of the season, was commenced this afternoon. The regimental team started the batting and although the first few wickets fell rather rapidly, a good stand was made when Lieutenants Lloyd and D'Aeth got together. The former succeeded in making a useful 14, while D'Aeth, by hard hitting, knocked up a total of 14, which included a leg drive for six and two fours. The rest of the wickets fell for two runs, the innings being finished for 106.

The Club team had rather bad luck to start with. Hendry was bowled for nineteen and several wickets fell for less than twenty runs, but later on Barf was hitting freely and looked like making a good score. When the wickets were drawn he had made 15, not out. The Club score then stood at 53 for seven wickets.

The match will be continued to-morrow morning. The following are to-day's scores:—

THE BUFFS.		
Lieut. Commander, B. H. Hendry.	10	
Sergt. Gleeson, run out.	2	
Cpl. G. H. R. P. Charnier.	7	
Cpl. J. C. H. D'Aeth.	14	
D'Aeth & B. H. Hendry.	14	
Cpt. G. Gordon & P. K. Adams.	13	
Drummer, Ross & C. Coxon.	7	
Drummer, Ross & C. Coxon.	7	
Drummer, Ross & C. Coxon.	7	
Drummer, Ross & C. Coxon.	7	
Drummer, Ross & C. Coxon.	7	
Total.	106	
HONGKONG C. C.		
First Innings.	53	
Sergt. Gleeson, run out.	2	
Cpl. G. H. R. P. Charnier.	7	
Cpl. J. C. H. D'Aeth.	14	
D'Aeth & B. H. Hendry.	14	
Cpt. G. Gordon & P. K. Adams.	13	
O.S. Hart, not out.	1	
C. E. Davies, not out.	1	
A. G. Smith, not out.	1	
Total.	55	

SUPREME COURT.
IN ORIGINAL JURISDICTION.
(Before Sir G. Philibert, 'Chief Justice; and a Special Jury.)

Friday, November 7.

YAU AND OTHERS V. THE HON. F. LEONG ON AND OTHERS. No. 588,000.

The Attorney General, Mr. E. L. O'Malley, instructed by Messrs Denney and Moxey, appeared for the plaintiffs; and Mr. J. J. Francis and Mr. E. Mackean, instructed by Messrs Branton, Wotton and Deacon, represented the defendant.

The jury was composed of the following:—Messrs F. Henderson; N. P. Dhalia; T. I. Rose; A. Coxon; C. C. Cohen; J. A. do Remedios; and J. M. McEvily.

Mr. Francis—*I think it was at your request, and contrary to Mr. Ryrie's wishes on the subject, that Mr. Leong On and some other gentlemen from the Pe Leung boat were on board!*

Mr. Lockhart—*Entirely contrary to Mr. Ryrie's wishes, in fact he protested against my action in the whole matter.*

He protested against you allowing the plaintiffs on the board!—Yes, quite so.

What was your impression of the number of men who refused to go on board?

—A considerable amount; I could not tell the exact amount. I should say about 40 or 50. On the following morning I was unable to go myself.

How did you get all on the 5th?—One

special reason was that two Chinese gentlemen, who wanted to go on board were refused, as they told me, by Mr. Ryrie. I had previously written to the Immigration Officer on the subject and he said he had no objection whatever to their going on board.

They then came to me and told me they had been refused, and I went with them myself.

Did you have a general look over the ship and her fittings?—I went over the ship with Captain Burns. I am no great judge of ships. She seemed to me to have very comfortable accommodation. I have had no experience, however, and I don't know how she would compare with other ships.

So far as you saw and had any means of judging did Mr. Ryrie's action in the matter have a tendency to cause the emigrants to leave the ship?—He did everything possibly could to keep them, in fact I thought he did rather too much.

His clients asserted broadly that their obligations and liabilities finalised after they had put the coolies on board the ship. They did not attribute any loss or default to any negligence of the defendant, Mr. Francis would produce evidence which would prove that the plaintiffs were at any time had procured the number of coolies they wanted to have procured. He would also produce evidence to prove there had been no negligence or delay on the part of the defendant. The jury would find that all possible and reasonable diligence was used. They would also find that Mr. Ryrie did not stipulate in the contract to take the coolies over at any specified time. Of course he had to do so in a reasonable time, and the question for them was whether or not he had done so. Then the defendant

had a heavy counter claim against the plaintiff, because the latter had absolutely failed to carry out their contract. A steamer had to be chartered and a large sum had to be expended in freight and in purchasing provisions for the voyage for the emigrants who were never provided.

The first witness called was

Thomas Middleton, Leatherharrow, Boarding Officer in the Harbour Master's Department, who said he acted as the deputy of the Emigration Officer in seeing that the fittings of emigrant ships were satisfactory.

He acted in that capacity with reference to the *Prinz Alexander*. This vessel was ready for sea so far as her fittings were concerned, either on the 28th or 29th April. There was no delay in preparing her fittings. Witness was on board counting the emigrants on the 6th May, when Dr. Adams finally inspected them. The number of emigrants on board were 500 men, 100 women, 50 boys and 17 girls, total 667.

Cross-examined witness said the vessel being a contract ship was exceptionally well fitted up, particular attention being given to everything. It would take about three weeks to fit her up. So far as he could recollect he notified Mr. Alves that the ship was all right about the 28th or 29th April; the provisions must have been on board at that time; and they could not have been anything of importance to do to her after that date.

Captain Edward Burnie said he was a Marine Surveyor. He was engaged by Mr. Ryrie to survey and to look after the fittings of the ship *Prinz Alexander*, and see if they were suitable for emigrants. He surveyed her and ascertained her fitness for the purpose. She arrived here about the end of March, or beginning of April. With a crew of rice, from Saigon. She was discharged her cargo on the 1st May, when there were 664 persons in all on board. The fittings were provided for 200; on the evening of the 6th, this number had doubled to 690. Witness could not explain how this was.

The Hon. P. Ryrie said he was a merchant and carried on business under the style and firm of Messrs Turner & Co.

In January last he accepted an agency to procure coolies for the Jamaican Government—many more than a thousand. He had a good deal of conversation with the two first plaintiffs; he had never seen them. About the end of March he came to an understanding with them to provide 900 men and 100 women, and an agreement to that effect was prepared. He signed the agreement on the 2nd of April. Until that date he had not made up his mind definitely to sign the agreement. Several weeks before the agreement was signed, he was looking for a steamer. On the 2nd April, arrangements had been made with Messrs Arnabold, Gurney & Co. to get the steamer *Prinz Alexander*; the Captain was a little troublesome. Within a day or two of that date he gave orders to commence making water tanks for the steamer. There was no other suitable steamer. He made an offer to the *Bothwell Castle*, but that was refused. The charter party was made and dated on the 10th April. He first got possession of the steamer on that date, and preparations were at once commenced to fit her up and provision her. On that same date, he informed the Harbour Master of his intention to charter the steamer to carry emigrants. He was in almost daily communication with that date with the Emigration Officer. There was a long delay between the Captain and principal as to the number the ship should carry; the agents thought she could carry more than the Captain would consent to, but the fittings were going up. She was ultimately certified to carry only 971 passengers but if 1000 persons had been collected he could have sent on the odd 29 in another steamer, as he had orders sufficient to dispatch another steamer. The ship was ready on the 28th April. Within a day or two of the 28th he received the first intimation from the plaintiffs that they had collected a number of men. He went only to one of the coolie houses. His principal reason for doing so was that with the Sanitary Officer had complained that the houses in which the emigrants were being collected were in a very filthy, overcrowded and unventilated condition. He went down to examine the houses for himself and nothing else. He had no intention of inspecting the men. The steamer was to take place on the 29th and 30th April, when about 600 were passed. After that date he kept continually sending plaints to obtain their full complement. Yau Lok promised to have 100 men ready on the 1st May; he also said his brother was to bring 100 men from Canton on the 2nd, and he was also to get 70 or 80 men from Yau-nan-ki, but they never came. It was at the suggestion of Chun Kun Po and he left some space aboard between his lot and those of Yau Lok so that if Chun Kun Po brought any more they could be entered beside the others. He was present when the emigrants were counted on the 6th; he gave the name numbers to those by Mr. Leatherharrow and Captain Burnie.

Charles Chard, clerk in the Registrar General's Office, and licensee issued for coolie houses for coolies intending to emigrate in the *Prinz Alexander*. Witness produced a book containing a record of licensees granted to Chun Kun Po, Yau Lok and Messrs Turner & Co. during the month of April for coolies for the *Prinz Alexander*; the total number of coolies for which house licenses was granted was 550.

James Haldane Stewart-Lockhart was Acting Registrar General, and was so in March and April last. His attention was called to the ship *Prinz Alexander* by some of the relatives of the emigrants coming to him and complaining that they could not get on board, that the emigrants were disinfested, and were unwilling to go. He wrote to the Captain on the matter. He also heard that the food was bad. He spoke to Mr. Ryrie personally on the subject and he heard that a change had been made and that the people were not bad. He was present on board the ship the whole of the Sunday on which the emigrants were passed, and for a short time on Monday.

Mr. Francis—*I think it was at your request, and contrary to Mr. Ryrie's wishes on the subject, that Mr. Leong On and some other gentlemen from the Pe Leung boat were on board!*

Mr. Lockhart—*Entirely contrary to Mr. Ryrie's wishes, in fact he protested against my action in the whole matter.*

Cross-examined witness said that 600

men, 100 women and 12 children were landed on the passage, and one died.

What was your impression of the number of men who refused to go on board?

—A considerable amount; I could not tell the exact amount. I should say about 40 or 50. On the following morning I was unable to go myself.

How did you get all on the 5th?—One

special reason was that two Chinese

gentlemen, who wanted to go on board were refused, as they told me, by Mr. Ryrie.

I had previously written to the Immigration

Officer on the subject and he said he had no objection whatever to their going on board.

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Did you have a general look over the ship and her fittings?—I went over the ship with Captain Burns. I am no great judge of ships. She seemed to me to have very comfortable accommodation. I have had no experience, however, and I don't know how she would compare with other ships.

So far as you saw and had any means of

judging did Mr. Ryrie's action in the matter have a tendency to cause the emigrants to leave the ship?—He did everything possibly

could to keep them, in fact I thought he did rather too much.

His clients asserted broadly that their

obligations and liabilities finalised after they had put the coolies on board the ship.

They coolies when they were last on board were quite contented and there was no disturbance?—There was no disturbance and no complaint.

By the Attorney General:—I did not go

on board on the Friday when I heard the

emigrants wanted to get on shore. I wrote

a protest to the Captain. I don't know

what was actually done in consequence of

this

Mails.

Mails.

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F. E. FOSTER,
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Hongkong, November 6, 1884. 1879

Hengkong, October 23, 1884. 1789



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